GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

Contents for Week of October 14, 1929. Vol. VIII. No. 13.

NOTE TO TEACHERS.—This is the first issue of the Geographic News Bulletins for the school year, 1929–30. No Bulletins were issued during the summer vacation months.

1. Palestine Turns from Milk and Honey to Oranges and Cement.
2. To Map the Unmapped Americas.
3. The Hague, Capital for World Conferences.
4. The Chinese Eastern: A Thousand-Mile Bridge That Became a Railroad.
5. Famous Pacific Crossings.

Also, please see important notice following Bulletin No. 3.

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THE GRAND MUFTI, ARAB LEADER IN PALESTINE, HAS A MODERN OFFICE

(See Bulletin No. 1)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Palestine Turns from Milk and Honey to Oranges and Cement

FIGHTING between Arabs and Jews in Palestine disturbed the steady progress which the ancient country has been making since the World War.

Palestine is now a mandate administered by Great Britain for the League of Nations. Progress there has walked in the footsteps of history.

The Jordan River has been crossed by the dam of a power project.

Crusaders from Europe, health crusaders, invade the land, fighting the mosquitoes that infected 64 per cent of the new settlers with malaria.

From Dan to Beersheba, a Day's Motor Ride

The ancient land of milk and honey flows—with oranges and Portland cement.

Nazareth is a town famous throughout Palestine as the home of—a new water system.

Within the walls of Jerusalem rises a new temple—a $2,000,000 museum of archaeology presented by an American philanthropist.

From Dan, in the north, to Beersheba, in the south, the length of Palestine, is a pleasant day's motor tour.

Where Richard the Lion Hearted ruled in Haifa there is a Norman castle—at least it looks like a Norman castle, but it is an electric power-house.

Progress reaches even to the little town of Bethlehem, where a new hospital is under construction.

Tel Aviv is called the first Hebrew city since the destruction of the temple.

Good Orange Growers Will Inherit the Land

But there is more to post-war Zionism (resettlement of Palestine by Jews) than Tel Aviv. While this new all-Jewish town of 40,000 is the largest, there are more than 100 other Jewish colonies. Since the Balfour declaration of 1917 recognized the special interest of Jews in Palestine the Jewish population has increased from about 70,000 in 1920 to more than 150,000. Yet Jews are still a minority in their homeland. They number but one-fifth of the total population.

Israel's ten tribes lived off the land; they were farmers. Driven out of Israel into the corners of the world, they made those corners shops and banks. But reconquest of their Palestine homeland once more requires agricultural skill of the Jews. Some of the new settlers, former druggists, clerks, grocers in Russia, studied agriculture two years before coming to Palestine.

Good orange growers will inherit the Holy Land. Oranges have become a major product. Then there is a movement by the Jewish immigrants to make Palestine a glorified department store of the awakening Near East. Already Jews sell stockings to Egypt, cement to Syria and Cyprus, perfume to France, oranges to England, and made-in-Palestine unleavened bread all over the world.

It is plain that the reconquest of Palestine must come by economic development, not sentiment. The Zionist movement rides two economic horses, pioneering and industry. Pioneers of the American West found free land and lots of it. Jewish pioneers in Palestine must buy the land and a whole community must live on an acreage equal to a moderate-sized Middle West farm. American pioneers found forests; the hills of Judea must be reforested. Americans found a healthy land; the Jewish settlers fight the mosquito, semitropical diseases and a whole catalog

© Photograph by the Royal Dutch Air Service

THE HAGUE, CAPITAL CITY OF THE NETHERLANDS, HOME OF THE WORLD COURT

The Vyver pond, mentioned in Bulletin No. 3, lies in the foreground. The Hall of the Knights, with two towers, is the meeting place of the Dutch legislature. The Palace of Peace, which is the home of the World Court, does not appear in this picture. The camera man took this view on the diagonal when the airplane was approximately directly above the Palace of Peace.

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To Map the Unmapped Americas

HAVE you ever seen a map of North, Central and South America? Everyone has, of course.

Would you say that North, Central and South America had been mapped? If you answer "Yes," you are wrong.

In the strictly geographical sense the Western Hemisphere has not been mapped. Even the United States is only 43 per cent properly mapped. Some Central and South American countries are less completely mapped.

New Institute to Link up Mapping Projects

No country is completely mapped until the last house and the last creek have been put in the right place. Making maps is more than making diagrams to hang on a wall; it is making thorough and true inventories or catalogs of the natural features, climate and the works of man in a given region.

Down in Mexico City, representatives of Western Hemisphere countries gathered recently to form an organization which will link up the mapping work of the New World. The organization will also try to speed up the mapping activities of the various nations. It is called the Pan-American Institute of Geography and History.

Dr. Bowie, Chief of the Division of Geodesy of the U. S. Coast and Geodetic Survey, attended the meeting as a representative of the National Geographic Society.

Other Branches of Science Need Geography

In his address before the Institute, Dr. Bowie pointed out that the surveyor's transit and rod and the airplane are taking the place of the covered wagon and the pick and shovel in opening up unsettled areas.

"We have heard much in recent decades of the application of scientific principles to agriculture and other great industries," said Dr. Bowie. "But science can only go a certain distance toward bettering the condition of humanity and making civilization nobler without having geographic facts. It is here that the geographer must supplement the work of the physicist, the chemist, and the engineer. For without geographical information and background the other sciences cannot be efficiently employed in the utilization of the resources which Nature has given abundantly to the nations of the world."

While the mapping work to be done in the Western Hemisphere is highly technical, the results will be of great importance to industry and commerce.

Can Save Money on Highways

Maps which give exact locations, and link such facts as latitudes and elevations, are the framework for progress. This framework can be used to make plans for modern farming and forestry, for highway and railroad building, for telephone and telegraph line construction, for water power use and finally the placement of factories.

Precise topographic maps (showing heights above sea level) are necessary for the making of charts of rainfall and temperature, accurate studies of botanical and animal life zones and the opportunities for further plant and stock introduction.

Hundreds of thousands of dollars can be saved by running new highways in

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of scourges that attack their orange and almond groves, vineyards and grain fields. From 1919 to 1924, the Zionist movement cost $35,000,000 and only a few communities have begun to break even, much less pay interest on loans.

New Palestine Deals in Millions

Industrial conquest relies on a triple program already under way—Haifa Harbor, the Jordan River and the Dead Sea salts. First, the $5,000,000 Haifa Harbor development will give Palestine its only deep water port. Secondly, the railroad running inland from Haifa to the Jordan River now carries supplies for the hydro-electric project (the first in Asia Minor, it is declared) which will turn the 165-foot drop between the Sea of Galilee and the Dead Sea into 70 million kilowatt hours per year to light up Palestine. At present there is a market for only 20 million kilowatt hours, but wait and see, say the Zionists.

Thirdly, it has been established that the salts of the Dead Sea contain potash in a form usable for the world trade. The chemical extraction problem has been solved, and the Jordan development will supply power. Extension of the Haifa Railroad will supply transportation from the 1,300-foot sub-sea-level Dead Sea to the new Haifa port, where all except the biggest liners will be able to dock. Jewish capital and brains and British aid move toward the goal.

Palestine is not a large country. New Hampshire is slightly larger. Palestine, like New Hampshire, has a mountain range for a backbone. New Palestine, small, rugged, arid, deals, nevertheless, in millions. Government nurseries now produce more than a million trees annually for reforestation; more than 11,000,000 telephone calls were made and 12,000,000 letters handled in 1927; and more than 2,000,000 boxes of oranges were shipped out. Foreign trade has increased approximately $5,000,000 since 1924.

Three Official Languages

Life is complicated by the existence of three official languages. Palestine pounds (equal to British pounds) and the subsidiary coins, *mils* of various denominations, display their values in English, Hebrew and Arabic. They circulate in Palestine, Palestina, or Falastin. The railroad station of the city sacred to Moslems, Jews and Christians, welcomes them respectively with the words, El Quads esh Sherif, Yerushalayim, and Jerusalem.

The whole drama of modern invention's power to remake Palestine is compressed into the recent experience of some Americans, "We crossed Esdraelon in half an hour," they wrote home, "climbed the hill to Nazareth, but found there was no room for us in the inn. It was only a 40-minute run to Tiberias on the shores of Galilee, and there we found good accommodations in a hotel that is run by some Germans."

N. B.: For color and black and white illustrations and detailed accounts see "The Pageant of Jerusalem," *National Geographic Magazine*, December, 1927; "Village Life in the Holy Land," March, 1914, and other references in the Cumulative Index to the *National Geographic Magazine*, which is available in libraries.

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The Hague, Capital for World Conferences

THE HAGUE is a city that constantly gathers new honors for itself.

The Young Plan Conference for dividing Germany's war debts met there this summer.

The United States Congress will soon be called upon to consider a plan for American membership in the World Court which meets at The Hague.

The Hague has also been mentioned as the home for the proposed international bank.

The city, which is the capital of the Netherlands, is situated in southwestern Holland, about 2 miles inland from Scheveningen, the Dutch Atlantic City.

A tourist on his first trip to Holland might mistake The Hague for a transplanted French city. There are no signs of windmills or quaint Dutch caps or wooden sabots (shoes) or any of the colorful things that first visitors to Holland expect to see, even in the cities.

Home of Diplomats and Dutch Nobility

Except for the occasional Aanspreker who treads the streets, the inhabitants look like any crowd of New Yorkers that one might pick out at random. The Aanspreker makes the rounds of the neighborhoods announcing deaths. He is attired in somber black with a large tri-cornered hat from which hangs a floating black streamer, and square-toed black pumps with huge silver buckles. Sometimes in the fish market there may be seen fisherwomen from Scheveningen in picturesque peasant costumes.

Even the buildings of The Hague have a French touch. Although they are mostly square, solid buildings of Dutch type, they are decorated in the French manner. Exquisite lace curtains adorn the windows of the larger private houses. Sometimes the door is decorated with a large square of lace, bearing in the center an embroidered coat of arms. That announces the advent of a child in the family.

The wide streets of The Hague, with their flat, yellow stone pavements, are immaculately clean. Large automobiles, bearing coats of arms, and splendid carriages roll through the streets. The city is the home of many of the Dutch nobility. Neighbors of these people, with their picturesque but little-used titles of Count, Baron and Jonkheer, are diplomats from all the countries of Europe. Handsome houses and the spacious shops which line Spui Straat and the Lange Poten reveal that this is a wealthy city.

Andrew Carnegie Gave Money to Build Hague Peace Palace

Compared with Amsterdam and Rotterdam, The Hague has very few canals. Those that exist are found in the by-ways rather than in the main streets. However, a resident of The Hague can view all the canals he desires by taking the railway trip of one hour to Amsterdam or the half-hour trip to Rotterdam. Many tired business men, wearied of the commercial bustle of Amsterdam and Rotterdam, commute every day to the comparative quiet of The Hague. Like Washington, D. C., it is a city of few industries.

Also, just as Washington has its famous Rock Creek Park, The Hague has its famous Bosch, a large wood east of the city, where tame deer roam. Numerous, precise little paths run through this heavily wooded area. The Huis ten Bosch, or House in the Woods, a villa erected in 1647, is located in the northeast corner

relation to the facts revealed by complete mapping. And wasteful construction which sometimes occurred in the past, both of railroads and highways, is avoided when the value and development of the region they will serve can be charted in detail.

New Airplane Routes Demand New Maps

Forest areas with their wealth of timber, regions where soil fertility beckons the settler, and the distance of the producing areas to world markets no longer are left to chance experiments, but can be determined in advance.

Such surveys take on even greater value when water power is important, with the consequent need for railroads running in, and power lines running out, of the areas to be developed. And a new problem for the map maker is the information needed in plotting airplane routes which often cross regions which have not been explored scientifically.

Bulletin No. 2, October 14, 1929.

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AN ESKIMO WATCHES MAPPING WORK AT ETAH, GREENLAND

Over a tent of the National Geographic Society's MacMillan expedition to the Arctic flies the flag of the U. S. Coast and Geodetic Survey. Most expeditions of the National Geographic Society collect information for maps in addition to their other work.

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The Chinese Eastern: A Thousand-Mile Bridge That Became a Railroad

CHINA and Russia, two of the world's largest and most populous nations, have come to grips over 1,000 miles of railroad.

Built by Russia as the world's longest land bridge across an alien territory, the Chinese Eastern Railroad did not begin to serve Manchuria as a railroad should until 20 years after its construction.

The Chinese Eastern, until the expulsion of the Russians, was one of the few railroads of the world operated jointly by white men and yellow men. Half the board of directors have been Russian, half Chinese; part of the employees Russian, part Chinese. Chinese armed guards rode every train. Chinese and Russian "red caps" rustled baggage at the stations.

How the Chinese Eastern Came to Be Built

England and France, in the Crimean War, thwarted Russia's attempt to gain an ice-free port on the Mediterranean Sea, so the Slavs in 1891 decided to build the Trans-Siberian toward the Pacific. By 1896 the tracks reached Chita. Two routes to Vladivostok were possible: a long route through all-Russian territory around the arc of the Amur River border, and a short route along the chord of the arc straight across Manchuria. A concession from China permitted the building of the latter Manchurian cut-off, clipping nearly 600 miles from the all-Russian long route. The Chinese Eastern was opened in 1903, but through traffic to Vladivostok did not begin until 1905. As a precaution the all-Russian long route was also built between 1908 and 1916, but, except for a short period at the end of the World War, has never been used for express service.

That part of the Trans-Siberian crossing Manchuria is called the Chinese Eastern Railroad. The distance from Manchuli, the western border station, to Pogranichnaya, the eastern border station, is 925 miles, or approximately the rail distance between Chicago and New York.

Once they had reached Vladivostok, the Russians were not much better off for a port than before. Ice practically closes Vladivostok to steamers six months of the year. So when they had crossed Manchuria the Russians made a new agreement for a 584-mile branch line to the Liaotung Peninsula, where they found in Dalny a truly ice-free port which they fortified with Port Arthur. The Harbin-Dalny branch line opened June, 1903. The Russo-Japanese War broke out eight months later. By terms of the treaty signed at Portsmouth, New Hampshire, Russia lost to Japan the port of Dalny (now Dairen) and 437 miles of the branch line as far north as Changchun, or Kwanchengtze.

Russians Thought of Railroad as 1,000-Mile Bridge

Japan immediately relaid her newly acquired railroad on standard gauge, 4 feet 8½ inches. The Chinese Eastern and the Trans-Siberian use the 5-foot gauge. The result has been that Changchun has become a city of 50,000, because all freight moving from one line to the other must change cars there. The Japanese have kept the South Manchurian, as it is called, strictly in their own hands, employing no Chinese officials and inviting no Chinese on the board of directors.

Manchuria, when the Russians built the Chinese Eastern, was as wild and

of the park. It is noted for its interior done in Dutch, Japanese and Chinese styles. In the Japanese room is a chandelier made of cups and saucers. The Chinese room is papered in eighteenth century rice paper.

Washington, D. C., has its reflecting pool mirroring the Lincoln Memorial, and The Hague has the Vyver, a pond situated almost in the center of the city, and surrounded by handsome buildings which it reflects. Near by stands the Binnenhof, a group of medieval buildings. The Hall of Knights, the lofty gabled and turreted meeting place of the Dutch legislature, is the most prominent. Perhaps the most famous building in The Hague is the Palace of Peace, built largely with money given by the late Andrew Carnegie. It was constructed from a design submitted in an international competition, and is of brick set off by marble trimmings. The Hague possesses one of the most famous collections of pictures in Europe in the museum at the Mauritshuis.

How did The Hague get its curious name? It means "the hedge." Royalty centuries ago had a hunting park near by around which they placed "the hedge." So the village took the name Den Haage, but English-speaking peoples call it The Hague.

Bulletin No. 3, October 14, 1929.

A Gift to Education—How Teachers May Cooperate

THE GEOGRAPHIC NEWS BULLETINS are a gift of the National Geographic Society to education. This is the first issue of 30 numbers, each containing five illustrated bulletins, to be mailed weekly during the current school year. The bulletins report the geography of recent events of world importance.

Because these Bulletins represent a substantial gift to schools from The Society's educational funds, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues.

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Famous Pacific Crossings

THE passage of the *Graf Zeppelin* across the Pacific in 68 hours—the fastest voyage by any man-made mechanism over the greatest of the world's oceans—stirs memories of other historic events on that huge sea.

The first white men to see the Pacific were Portuguese sailors who entered its western edge in 1512, pushing farther than Vasco da Gama, who blazed the trail around the south end of Africa to India 15 years earlier. But these early voyagers entered the waters of the Pacific without realizing that they had sailed into a great ocean.

The really romantic discovery of this great ocean by white men came from the New World side when Balboa stood on a mountain in Panama on September 25, 1513, and saw a vast expanse of water stretching away to the south and west. He called it "the Great South Sea" and modestly took possession of it all for Spain. Thus the Pacific has played a part in the life of western civilization for only a little more than 400 years.

First Trip Across the Pacific Took 100 Days

Who first crossed the Pacific, and when, is not known. The broad waters were probably crossed far back in the dim beginnings of civilization on the earth. Knowledge of migrations in the South Sea Islands and of the great weird statues on Easter Island lead many observers to believe that the roving islanders continued on east to the Americas.

The first crossing of the Pacific by white men came in 1520-21. Magellan sailed into it through the strait that bears his name, November 28, 1520, and set sail westward. It was Magellan who gave the ocean the name by which it has ever since been known. One hundred and eight days after Magellan's ships entered the Pacific they reached the Philippines. He had made a stop of only a few days at the Ladrone Islands. The "sailing time" of this first Pacific transit can, therefore, be set down roughly as 100 days.

When the Spaniards had planted colonies in Mexico and in the Philippines they established a regular once-a-year galleon service across the Pacific. These earliest of Pacific "liners" made the one-way voyage in an average of 80 days. Gradually sailing ships of better design cut this crossing time in half.

Fast Steamers with Silk Make It in Nine Days

The first steamship to ply Pacific waters was the *Telica*, which sailed from Panama to Guayaquil in 1825. It was blown up soon after its arrival at the latter port. Upon the discovery of gold in California in 1849 steamships rounded South America to San Francisco and established regular steamer lines between the Isthmus of Panama and California ports. In 1862 the French sent a steamship around Africa to Hong Kong, and so into the waters of the eastern Pacific.

Some of the early steamships plying on the west coast of the United States made the trip to Honolulu and, after more or less lengthy stops, steamed on to Asia. But up to 1867 no definite crossing on regular schedule had been made. The first crossing of a steam "liner" came in 1867. A side-wheeler put out of San Francisco on January 1 of that year and reached Yokohama in less than a month. Soon regular service was established between San Francisco and Yokohama on a 22-day schedule.

woolly as Kansas in the '30s. Slav engineers wanted to keep it that way. The Trans-Siberian was built for Russian trade and Russian armies, not Manchurian business. Freight rates were scaled accordingly. What matter if the road lost $2,500,000 annually while soy beans went to market in carts? The Russian treasury paid the bill.

Slav engineers deliberately missed Manchurian villages. The walled town of Tsitsihar is still 15 miles off the main line. Kirin, capital of a province, was passed by. The engineers thought of the Chinese Eastern as a thousand-mile Russian bridge across Manchuria.

Complete Russian towns were built along the right-of-way for Russian employees. The railroad provided everything: station, telephone system, steamer service, homes, schools, churches, clubs, and theaters, and, most vital of all, civil government. Where a mud hut or two stood on the plain, Russian engineers built the railroad junction called Harbin. To-day it is the trade capital of northern Manchuria, a city of 350,000, and known as the only white city in the world run by yellow men.

Use American Locomotives and American Freight Cars

Engineers left out of their railroad plans two important items: the Russian Revolution and the Chinese migration to Manchuria. The first resulted in China's getting a real half interest in the profits and the operation of the road. The second converted the Chinese Eastern from a bridge across Manchuria into a main shaft tapping the farm riches of the new Granary of the Orient.

Last year Manchuria produced 5,500,000 tons of soy beans. The United States' wheat tonnage for last year was 27,000,000 tons; compare the figures.

Northern Manchuria is the particular home of the soy bean. The Chinese Eastern and the Japanese line shared the profitable privilege of carrying out (largely to Dairen) the exportable surplus. The Chinese half of the profits, after all expenses were paid for running the Chinese Eastern, schools and what-not, amounted to nearly $7,000,000 in 1928.

The Chinese Eastern uses much American equipment. American locomotives from Philadelphia, Schenectady and Richmond drag the passenger expresses and soy bean freights. American box and gondola freight cars by the hundred roll on the rails.

Built with Money Supplied by French Bondholders

John F. Stevens, famous engineer with the Panama Canal development, went to Manchuria by agreement between the United States and Russia in 1918 to supervise the Chinese Eastern Railroad. He took with him a hundred American engineers, and the operating system they devised for the railroad is largely that by which it runs to-day.

The Chinese Eastern Railroad is said to have cost Russia about $200,000,000, borrowed largely from French bondholders. Terms of the concession permit purchase of the railroad by China at the end of 36 years, that is, in 1939; and 80 years after completion China is to receive the road without cost.

New railroad construction in Manchuria appears to sap the usefulness of the Chinese Eastern. The Chinese themselves are extending the Peiping-Mukden railroad north.

The main trend of Manchurian trade is north and south. Unless Soviet Russia finds it necessary to extend her Trans-Siberian trade the famous Chinese Eastern seems doomed to a future of local freight service. Apparently, it is not vital to Chinese progress in Manchuria.

N. B.: "Manchuria, Promised Land of Asia," in the current (October) *National Geographic Magazine* surveys the scene in text and picture.

By degrees this period has been cut down until a normal crossing is now made by steamships in two weeks or a little less. The fastest crossing by steamers has been made between Yokohama and Seattle, when highly valuable silk cargoes have been rushed across in less than nine days.

Graf Zeppelin Crosses in Three Days

In 1928 the huge airplane, *Southern Cross*, wrote a new chapter in the navigation history of the Pacific when she flew from Oakland, California, to Brisbane, Australia, a distance of nearly 7,500 miles, in 82½ hours of flying time. This flight, however, was not non-stop. Halts were made in Hawaii and in the Fiji Islands, and nine days elapsed between the take-off in California and the landing in Australia.

The record established by the *Graf Zeppelin* divides the best competing time by three. This non-stop flight across the Pacific, virtually along the great circle route for steamships between San Francisco and Yokohama, was made in approximately 68 hours—a few hours less than three days.

Bulletin No. 5, October 14, 1929.

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FORERUNNER OF THE *GRAF ZEPPELIN* IN PACIFIC OCEAN TRAVEL

The first people to cross the Pacific, it is believed, were islanders of the East Indies. Even to-day they sail long distances in frail outrigger craft. The explorer Captain James Cook saw them using larger vessels, boats almost as large as his own ship.